

AMENDMENTS TO THE CLAIMS

Please amend the claims as followed:

1. (Previously Presented) A vehicle seat linkage assembly including a threaded rod defining a longitudinal axis, the linkage assembly comprising, in combination:

a first link having a portion forming an enclosed aperture;

a second link adjacent but spaced away from the first link, the second link having a portion forming a slot, the slot having a circular portion, the circular portion and

the enclosed aperture defining a lateral axis extending between the first link and the second link; and

a drive nut threadably engaging the rod, the drive nut having a body portion and a pair of projections with each projection extending oppositely from the body portion, the drive nut and rod being movable to insert one of the pair of projections into the slot and to position the end of the another projection adjacent but spaced away from the aperture and with a portion of one of the pair of projections disposed in the slot, the another of the pair of projections is moved laterally relative to the slot to insert the another of the pair of projections into the aperture and lock the drive nut in the first link.

2. (Original) A linkage assembly as claimed in claim 1 wherein the slot and the aperture are in alignment with one another.

3. (Original) A linkage assembly as claimed in claim 1 wherein the slot having a portion forming an arcuate portion and guide portion in communication with the arcuate portion.

4. (Previously Presented) A linkage assembly as claimed in claim 1 wherein the first link and second link are spaced apart by a first width, the body portion having a second width, the another of the pair of projections extending from the body portion a third width, the second width and the third width being less than the first width.

5. (Original) A linkage assembly as claimed in claim 1 wherein the slot further has a pair of opposing straight sided portions in communication with the circular portion, the circular portion forming a first axis of rotation and the aperture forming a second axis of rotation that defines the lateral axis between the first link and the second link.

6. (Previously Presented) A linkage assembly as claimed in claim 1 wherein the longitudinal axis and lateral axis are substantially normal to each other when the one of the pair of projections is inserted into the slot.

7. (Previously Presented) A linkage assembly as claimed in claim 1 wherein the another of the pair of projections has a shoulder portion adjacent a circular portion, the circular portion being sized to fit into the aperture, the shoulder portion is adjacent the aperture in the second link when the another of the pair of projections is inserted into the second link.

8. (Original) A linkage assembly as claimed in claim 1 wherein the drive nut has an internal threaded portion, the rod having an external threaded portion.

9. (Original) A linkage assembly as claimed in claim 1 wherein the enclosed aperture has an inner arcuate portion forming at least 85% of the inner surface of the aperture.

10. (Original) A linkage assembly as claimed in claim 1 wherein the enclosed aperture has an inner arcuate portion forming at least 90% of the inner surface of the aperture.

11. (Canceled)

12. (Canceled)

13. (Canceled)

14. (Canceled)

15. (Previously Presented) A seat adjuster having first and second frame members adapted to move relative to one another to adjust the position of the first frame member relative to the second frame member, the adjuster comprising, in combination:

a first link attached to the frame, the first link having portions forming an aperture;

a second link attached to the first frame in spaced apart relationship to the first link, the second link having a portion forming a slot, the first link and the second link are in alignment with each other and defining an alignment axis and a laterally extending axis that is normal to the alignment axis, the laterally extending axis is between the first link and the second link, the first link and the second link are spaced apart by the first width;

a drive nut adjacent the second link, the drive nut having one end, another end and a portion extending between the one end and the another end, the portion defining a longitudinal axis, the portion of the drive nut having a second width, the drive nut further having a pair of projections with each projection extending oppositely from the portion, one of the pair of projections extends laterally from the portion by a third width, the second width of the drive nut and the third width of one of the pair of projections is less than the first width, the longitudinal axis of the drive nut is positioned offset relative to the laterally extending axis to move one of the pair of projections into the slot and along the laterally extending axis to dispose the other of the pair of projections into the aperture in the first link while the one of the pair of projections is disposed in the slot, so that after the drive nut is disposed in both the slot and the aperture, the nut is rotated to prevent the one end of the drive nut from disengaging the slot.

16. (Previously Presented) The seat adjuster as claimed in claim 15 wherein the slot has a portion forming a circular portion and a pair of opposing straight sided portions in communication with the circular portion, the circular portion and the enclosed aperture form a transverse axis that is substantially normal to the alignment axis.

17. (Currently Amended) A linkage assembly adapted for use with a vehicle seat frame, the linkage assembly comprising, in combination:

a rod,

a first link having an enclosed aperture,

a second link spaced from the first link and having a portion forming a slot, and

a drive nut threadably engaged with the rod, the drive nut including a body portion having a pair of projections extending from opposing sides of the body portion, wherein a first projection is positioned within the slot formed in the second link while a second projection is moved laterally relative to the slot of the second link for positioning the drive nut and rod.

a first member adjacent the seat frame;

a second member adjacent but spaced away from the first member, the first member has a first aperture and the second member has a second aperture, the first aperture and the second aperture each has a portion forming an inner peripheral surface and defining a transverse axis extending between the first member and the second member;

a drive nut adjacent the first and second members, the drive nut has a body portion, a longitudinal axis extending therethrough and a pair of ends extending laterally of the longitudinal axis; and

means for engaging the first and second members with the drive nut so that when the one end is inserted into the first aperture and while a portion of the one end is disposed in the first aperture, the other end is moved laterally and inserted into the second aperture thereby locking the drive nut in the second aperture and then the drive nut is rotated to capture the one end in the first aperture.

18. (Previously Presented) A linkage assembly according to claim 17 further comprising:
a drive motor connected to the drive nut.

19. (Currently Amended) A linkage assembly as claimed in claim 17 wherein the first ~~member~~ link and second ~~member~~ link are separated by a first width, the body portion of the drive

nut has a second width; ~~one of the pair of ends extending from the body portion, the one of the pair~~
of projections~~ends~~ has a third width, the second width and third width when combined ~~are~~ is less
than the first width.

20. (Canceled)